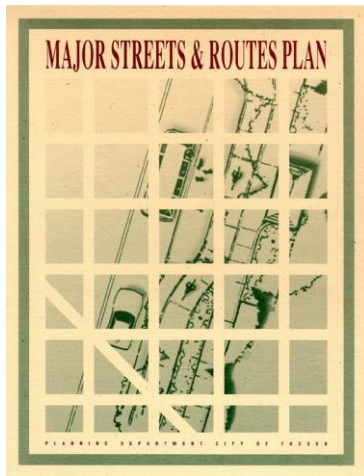


Grant Road Improvement Plan Task Force
August 14, 2014, 5:30 – 8:00 PM, Mansfield School

BACKGROUND INFORMATION ON
Amending the Major Streets & Routes Plan to Reflect the
2009 Adopted Grant Road Alignment between Oracle Road & Swan Road

Note: The following questions and answers are provided in preparation for a staff presentation at the August 14, 2014, Grant Road Improvement Plan Task Force meeting on this topic. The City's Office of Integrated Planning is coordinating MS&R Plan amendment efforts with the Department of Transportation and the Planning and Development Services Department.

What is the Major Streets & Routes (MS&R) Plan?

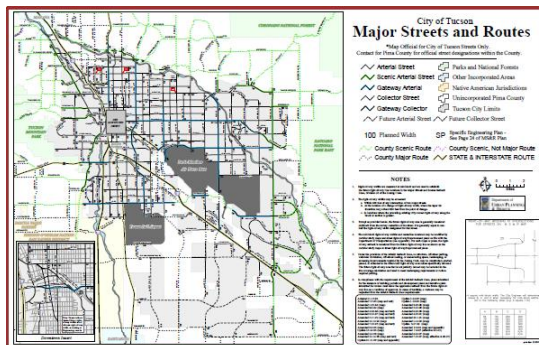


The City's MS&R Plan identifies the general location and size of existing and proposed freeways, arterial and collector streets, future rights-of-way, setback requirements, typical intersections and cross sections, and gateway and scenic routes. The City's Department of Transportation and the Planning and Development Services Department (PDSD) enforce the MS&R Plan. The MS&R Plan is considered a Land Use Plan as defined in the Unified Development Code (UDC) Section 3.6, and, therefore, is subject to amendment in accordance with the standard Land Use Plan and Adoption and Amendment Procedures. The MS&R right-of-way lines are used in determining the setback for development through the MS&R Overlay provisions of the UDC.

As stated in the current MS&R Plan, page 4, "The purpose of the *Major Streets and Routes Plan* is to facilitate future street widening, to inform the public about which streets are the main thoroughfares, so that land use decisions can be based accordingly, and to reduce the disruption of existing uses on a property. By stipulating the required right-of-way, new development can be located so as to prepare for planned street improvements without demolition of buildings or loss of necessary parking."

The MS&R Plan was adopted in 1982 and the text and/or related map have been amended or updated more than 20 times since then.

Where can I find a copy of the MS&R Plan and related MS&R Map?



If you would like to take a look at the current MS&R Plan, go to

<http://pdsd.tucsonaz.gov/files/pdsd/plans/msr.pdf>,

or for the MS&R map to

<http://it.tucsonaz.gov/files/gis/msr.pdf>.

If you would like hard copies of either of these documents, please contact Rebecca Ruopp, Office of Integrated Planning, at (520) 837-6973.

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Background Information on Amending the MS&R Plan for Grant Road continued

What does the current MS&R Plan say about Grant Road?

The current MS&R Plan map shows Grant Road as an “arterial street” with a future right-of-way width of 120 feet. The Plan text on pages 1 – 2 defines arterials as “Streets [that] carry high levels of traffic, serving over 12,000 vehicles per day. These streets connect with bridges, freeway interchanges, or other arterials and provide continuity through the City. High intensity land uses usually choose to locate along such streets.”

Why does the MS&R Plan need to be amended for Grant Road?

The MS&R Plan and related map need to be amended to be consistent with the alignment for Grant Road between Oracle Road and Swan Road adopted by Mayor and Council in 2009. This is particularly important because the alignment sets the parameters for this Regional Transportation Administration (RTA) improvement project, and the current MS&R Plan designation of 120 feet for future right-of-way on Grant Road is inconsistent with that alignment. Therefore, when new development is presented to PDSO for review, staff must deal with conflicting information between the RTA approved alignment and the MS&R approved right-of-way designation. The amendment would make sure that the right-of-way designated in the MS&R Plan for Grant Road is consistent with the approved alignment. (*Note: Grant Road’s classification as an “arterial” will not be changed.*)

Does staff have Mayor & Council direction to proceed with this effort?

At its Study Session on June 17, 2014, Mayor and Council directed staff to proceed with amending the MS&R Plan to reflect the Grant Road alignment adopted in 2009 along with considering possible amendments for two other roadways. This is the first step in a proposed two-step process. The second step will focus on a comprehensive update of the MS&R Plan, consistent with policy LT11 in *Plan Tucson, City of Tucson General and Sustainability Plan*, which says, “Adjust future right-of-way widths of major roadways considering their expected function of all modes of transportation and foreseen improvements.”

What is the process and timing for amending the MS&R Plan?

The process for amending plans is laid out in the City’s Unified Development Code (UDC) and, briefly, includes:

- Public outreach to inform stakeholders and general public about amendment process
- Public Notification for Public Hearings
- Planning Commission Study Session and a Public Hearing
- Mayor and Council Public Hearing and decision as to whether to approve the amendment.

The process is estimated to be completed by early 2015 taking into account Planning Commission and Mayor and Council meeting schedules and notification requirements.

Does the Task Force need to take any action?

No. This is an informational item on the August 14, 2014, Task Force Agenda to let the Task Force know that the City will be undertaking the amendment process this fall, to explain why and what is involved, and to answer questions the Task Force may have.